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IN THE CLAIMS

1. (currently amended) A light air-cushion vehicle comprisinging
a body having on the body a steering device, a body bottom, an elastic enclosure
forming with the body bottom a lifting chamber defining a vertical direction with the body
bottom, a propelling fan, an internal combustion engine for driving said the fan, and
propelling and lift contours which are divided by a ridge which is used respectively for
guiding an air flow from said the fan to said contours, and in a longitudinal direction transverse
to the vertical direction an air nozzle portion of the propelling contour and to the lifting
chamber,
a thrust reverser bucket arranged at the an output end of the air nozzle,
at least one direction rudder having control surfaces at the output end of the air nozzle
and at least one direction rudder having control surfaces in the lift contour, and
a vehicle control system comprising a control system for the thrust reverser bucket
control system and a control system for the direction rudders with control surfaces disposed at
the cut of the nozzle and in the lift contour,
wherein said the direction rudders being are kinematically connected to each other and
to the vehicle steering device, and
wherein the control surfaces at the output end of the air nozzle turn around an axis in
the vertical direction and the control surfaces in the lift contour turn around an axis in the
longitudinal direction axis.

2. (currently amended) ~~The~~A vehicle according to claim 1, characterized in that ~~said~~ a contour or at least the output end of the air nozzle of said propelling contour is flat.
3. (currently amended) ~~The~~A vehicle according to claim 1, wherein ~~the~~ longitudinal direction end cylindrical surface of ~~said~~ the thrust reverser bucket has slots.
4. (canceled)
5. (currently amended) ~~The~~A vehicle according to claim 1, wherein the ~~kinematic connection of said control system for the direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delays~~ the turn in deflection of ~~said direction rudders at the cut~~ the control surfaces at the output end of the air nozzle compared to the ~~deflection~~ turn of ~~said direction rudders~~ the control surfaces in the lift contour.
6. (currently amended) ~~The~~A vehicle according to claim 2, wherein ~~the~~ longitudinal direction end cylindrical surface of ~~said~~ the thrust reverser bucket has slots.
7. - 9. (canceled)
10. (currently amended) ~~The~~A vehicle according to claim 2, wherein the ~~kinematic connection of said control system for the direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delays~~ the turn in deflection of ~~said direction rudders at the cut~~ the control surfaces at the output end of the air nozzle compared to the ~~deflection~~ turn of ~~said direction rudders~~ the control surfaces in the lift contour.

11. (currently amended) ~~The~~A vehicle according to claim 3, wherein the kinematic connection of said control system for the direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delays the turn in deflection of said direction rudders at the cut the control surfaces at the output end of the air nozzle compared to the deflection turn of said direction rudders the control surfaces in the lift contour.

12. (currently amended) ~~The~~A vehicle according to claim 56, wherein the kinematic connection of said control system for the direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delays the turn in deflection of said direction rudders at the cut the control surfaces at the output end of the air nozzle compared to the deflection turn of said direction rudders the control surfaces in the lift contour.

13. - 16. (canceled)